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Michael Harbour  
*Representing the Washington  
State Transit Association*

Theresa Hekel  
*Washington Association  
of Pupil Attendance*

Marilyn Mason-Plunkett  
*CTA-NW*

Doug Porter  
*Medical Services  
Administration of DSHS*

Marcia Riggers  
*Office of Superintendent of  
Public Instruction*

Bernice Robinson  
*Consumer Representative*

**Legislative Members:**

Senator Mark Doumit

Representative Fred Jarrett  
Representative Mark Miloscia  
Representative Alex Wood

## **Agency Council on Coordinated Transportation (ACCT)**

Friday, June 3, 2005

9:30 a.m. to 12:00 p.m.

WSDOT Large Commission Board Room (1D2)  
Olympia, WA

### **Meeting Summary**

#### *Attendance*

##### *Council Members*

Judy Giniger, WSDOT  
Representative Fred Jarrett  
Representative Mark Miloscia  
Allan Jones, OSPI  
Bernice Robinson, Citizen Representative  
Michael Harbour, WSTA  
Marilyn Mason-Plunkett, CTA-NW  
Doug Porter, DSHS  
Theresa Hekel, WAPT

##### *WSDOT Staff*

Robin Phillips, ACCT Administrator  
Don Chartock  
Cathy Silins  
Marcy Jaffe  
Shelley Pedro  
McKenzie Pifer

#### *Welcome and Introductions – Judy Giniger*

Ms. Giniger, WSDOT Public Transportation and Rail Director, opened the meeting by introducing herself. Ms. Giniger was sitting in for Paula Hammond, WSDOT Chief of Staff. The council and audience then introduced themselves.

### *Approval of the Meeting Notes – Judy Giniger*

Ms. Giniger asked if there were any questions or changes that needed to be made to the previous meetings notes. Marilyn Mason-Plunkett stated that on the third paragraph of the last page of the notes, it was stated that starting Monday, April 4, 2005, CTA-NW was providing service between Prosser and Yakima, not Goldendale. In actuality, People for People have been providing service on that route, the April 4<sup>th</sup> date is the date that they began using big buses. Ms. Plunkett pointed out that this service had been very successful. Ms. Giniger then suggested a motion for the approval of the meeting summary. Ms. Plunkett then moved to adopt the minutes, and a council member seconded that motion. The summary was approved.

### *Budget update and staff announcements – Robin Phillips*

Ms. Giniger announced the resignation of Glen Hallman. Mr. Hallman was forced to resign due to his wife's health, and his resignation was effective immediately following his letter, received June 9, 2005. Ms. Giniger stated that if there were any suggestions for the representation of seniors, then they will gather names and present them to the Governor's Office and to the appointment personnel there. Ms. Giniger believed that a letter of appreciation should be drafted for Paula Hammond to sign and send on the behalf of the ACCT council.

Ms. Phillips announced that since the last meeting, Seija Blaylock had moved on to a new position with the California Legislature. Marcy Jaffe had been hired to take pick up the Trip Planner implementation responsibilities belonging to Ms. Blaylock. Ms. Phillips directed the council members and audience to the budget report. She pointed out that this was the budget report as of April 30, 2005. The final year of the biennium is busy and a lot of grant activity has gone on in this year. As of the meeting, there were still outstanding invoices for the Trip Planner and CTAA technical assistance projects, including two intercity projects. Ms. Phillips said the funds allocated to ACCT would be obligated and reimbursed by the end of the biennium.

### *Increase Advocacy*

#### *Legislative Update – Legislative and ACCT members*

ACCT Legislative Representatives were asked to make remarks regarding the legislative session, which for transportation, was a very eventful one. Ms. Phillips directed the ACCT Council members to the list of bills that were being monitored by ACCT. Representative Miloscia started the discussion by pointing out the new Transportation Budget, and the concern there will be a public referendum on it. Representative Miloscia then discussed governance bill, which the restructures the relationship of the Governor to WSDOT and WSDOT as an agency to the Transportation Commission.

In the Governor's G-MAP bill, every agency including WSDOT is required to implement something similar to a "City Stat" system, with a focus on continuous improvement and accountability. All agencies have to come up with a quarterly report for the Governor on performance measures, and then the Governor will prepare a report to the public yearly. Meetings on how that bill will be implemented have been scheduled in the next few weeks for the Legislature. The Governor and State Auditor will be involved in looking at agency performance and what results they're getting. Representative Miloscia stated that himself and the speakers had already scheduled a meeting with Larissa Benson, the Governor's G-MAP person. The focus of the meeting will be to go over the passing of the bill, and what the next steps are.

Representative Miloscia then gave the floor to Representative Jarrett. Representative Jarrett referred to HB1969, which was a measure to establish goals in transportation. This bill was originally drafted to reverse a decision

that was made two years ago to establish congestion reduction as the goal for transportation investment and policy. It originally started out saying that moving people and goods was the goal for transportation investment and policy. Those are two relatively innocuous statements in some ways, except that they are both religious statements. “Congestion” is the focus for highway builders, and “people and goods” is the focus for transit. The trouble is that neither one is the right answer. What the legislature tried to do was re-write HB 1969 when it was in committee to be based more on economics and engineering. A goal statement was developed for maintenance, investment, and performance. The performance operation statement was essentially one that talked about both people and goods and congestion.

Representative Jarrett next addressed SB 5513 regarding the restructuring of the Department of Transportation. It essentially changed the role of the transportation commission and the reporting relationship between the Secretary of Transportation and the Governor. It’s part of a shift that is aligned with accountability issues, and moving the Governor to a position where she is going to have, for the first time in this state’s history, a majority of state workers reporting directly to her. This bill has passed the house and been signed by the Governor, and for the first time in ¾ of a century, the Governor will be responsible for transportation.

Ms. Giniger added HB 2124 affected the state participation in public transportation service and planning and established the Office of Transit Mobility, which will be part of Public Transportation and Rail Division.

Representative Jarrett moved on to discuss HB 1237, aka the “Stretcher Bill” on certification of entities regulated by Utilities and Transportation Commission. This bill was on the fast track a couple of years ago and was about to pass, but then at the hearing, someone asked a question that completely threw the bill off track. What it boiled down to was if the bill had been passed, it would be fundamentally undermining the financial ability of ambulance companies to maintain their peaking capacity in rural communities. That was the end of the bill. The bill was reintroduced this session, after significant compromise negotiations between the major proponents and opponents and was passed without major changes.

Representative Jarrett then brought up the new gas tax bill that was passed, 9.5-cent tax brought in over four years. Weight fees were also increased to bring in more mobility, non-roads money. Some significant investments can be made with this money, especially in Intercity Rail. There are two significant challenges still coming. Roughly, in the next 30 days, the legislature has to defeat an initiative to repeal gas tax. It is expected that it will be out by the end of next week, and will have until the 8<sup>th</sup> of July to gather the necessary 300,000 signatures, which is very feasible. The second phase of this is how to get a package brought together between Sound Transit and the Regional Transportation Improvement District, to fund a transportation program in central Puget Sound. This will include the types of transportation investments that the ACCT committee are interested in.

Ms. Giniger acknowledged Representative Miloscias' question on what agencies were doing with the G-MAP and other initiatives that had come from the legislature. Ms. Giniger stated that the department takes performance very seriously and has for a long time. This is shown in the Grey Notebook that the department publishes. Since the G-MAP bill passed, the department has been working very closely with the Governor’s Office on how the measurement process, which has been developed over the past four years, morphs into a G-MAP compliant process. There will be a kick off G-MAP meeting next month in the department with the Governor’s Office.

Ms. Phillips raised the next issue relating to legislation. There are concerns that individual communities are going to implement “for hire” transportation regulation that could significantly impact the ability of brokers and others to coordinate transportation. The Puget Sound area metro and the City of Seattle are looking at creating “For Hire” regulations that will affect a variety of transportation types. The providers want to make sure that no

double regulating, double-checking or double charging occurs. Ms. Phillips asked if Mr. Porter could speak about the letter DSHS sent to King County regarding “For Hire” issues. Mr. Porter began by stating that the “For Hire” regulation is in direct opposition to what DSHS is trying to do to achieve more efficiency. A lot of one-way trips are being seen in the future if this is successful, and a loss of service to the consumer due to rising costs.

Ms. Giniger requested that copies of the letter sent by DSHS be made for the council, so that they are aware of what the issues were. Ms. Giniger asked the council if a letter to those city and county agencies dealing with the “For Hire” regulations should be conducted. Ms. Giniger suggested that a letter be sent to King County and the City of Seattle, expressing concern and asking them to work with ACCT and DOT Staff. Ms. Giniger asked Representative Miloscia if he was interested to the extent to sit down with a work group regarding these issues, which he was agreed to participate.

Representative Jarrett stated that a legislative concept of what a bill addressing these issues would look like should be laid out before the work group meets so that there is some clarity on the provider and state interests.

Ms. Giniger stated that the action item is to draft a letter from ACCT asking King County and the City of Seattle to meet with ACCT and DOT staff with Representative Miloscia, to discuss the issues of the “For Hire” regulations and understand their perspective.

## *Identify and Address Barriers*

### *Common Ground project update – Doug Porter*

Mr. Porter requested Christie Scheffer, Chief Operating Officer Paratransit Services Inc, and Tim Payne, Senior Planner, Pierce Transit provided a progress report on the “Common Ground” cost allocation project.

Ms. Scheffer referred the council and the audience to the information packet she passed out. Ms. Scheffer described the situation cautiously; they are in the process of testing and have analyzed only 30% of the data. The findings and observations are preliminary. The scope of the project is to commingle Paratransit Services’ Medicaid trips and Pierce Transit trips going to a common location. The goal is to analyze potential costs and service efficiencies, and identify short and long term impacts on both Medicaid and ParaTransit systems. The test site is an adult day health site in Pierce County that both Pierce Transit and Paratransit Services provide transportation to clients. One of the preliminary findings is that Paratransit Services’ Medicaid riders are typically attending the adult day health site for the medical component. Pierce Transit riders are typically attending the adult day health site for the social component. The travel pattern of the Paratransit Service riders and Medicaid riders are different, they are picked up and taken to the adult day health site and stay all day. The Pierce Transit rider is picked up at home, taken to the adult day health site and then most of them leave the site to participate in other community activities, which make sharing rides difficult. Paratransit Services and Pierce Transit are looking at the many variables that affect the ability to share rides: health issues, physical capacities of the clients and personal choice.

Technology plays a key role in coordination projects. Managing and sharing this information is based on coordinating the information they need to share to set up shared rides. Staff time to participate in this project has been significant; Paratransit Services Inc, staff alone has worked over 150 hours on this project including planning, prep work, data import and analysis.

Ms. Scheffer explained they had removed the adult day health trips from the global environment and placed them in an isolated environment. A next step is to place those trips back into the global environment, where

they will be commingled with other Medicaid trips not going to the adult day health sites and test whether multiple trip purposes can be combined. Ms. Giniger asked Ms. Scheffer when there would be more information to report. Ms. Scheffer hoped that by the next ACCT meeting, they would have completed their data analysis and be ready to make a formal recommendation.

### *Sno-Trac – Gretchen Weber, CT, and Bill Brackin, VOA*

Ms. Weber with Community Transit introduced herself and explained that she was representing Sno-Trac. (Snohomish Transportation Coordination Coalition) Ms. Weber then introduced Mr. Brackin with Volunteers of America, another member of Sno-Trac.

Ms. Weber thanked ACCT for their monetary support over the years, which has allowed the partners to get a good coalition up and running. Ms. Weber directed the council and audience to their handouts summarizing the history and accomplishments of Sno-Trac.

- In 1997, ACCT awarded one of its' very first project demonstration grants to Senior Services of Snohomish County. With that money they partnered with Community Transit and created the Transportation Assistance Program, and put out the Transportation Options of Snohomish County booklet. Senior Services of Snohomish County continued the TAP program and Community Transit still publishes the Transportation Options booklet.
- In 1999, a planning grant was awarded through ACCT, and led to the formation of Sno-Trac. In 2002, funding was received from ACCT to hire a consultant, Faith Trimble to assist in planning and project development.
- In 2003, Sno-Trac received rural mobility grants for two separate projects. They are creating a county wide service application customers of the participating agencies will have common application for service.
- In 2005, a grant for a van went to the Stillaguamish Tribe to provide transportation services to a methadone clinic. Sno-Trac also received funding to hire a mobility coordinator, and he/she will be working for Volunteers of America. This coalition is helping the Stillaguamish Tribe develop a transportation network, and develop other resources in the rural areas of Snohomish County including the feasibility of a rural brokerage system.

Bill Brackin, the Program Director for the community information line for Snohomish and Skagit Counties, introduced himself and explained how he became involved with Sno-Trac. He realized that there was a need for more coordinated transportation information line.

Mr. Brackin also discussed their database that has been "beefed-up", and has had a lot of new fields on information added and a lot of new requirements. Sno-Trac is a key 211 Information and Referral partner.

### *Focus on Results*

#### *Trip Planner Prototype – Robin Phillips*

Ms. Phillips discussed the status of the trip planner project and the business overview. The original contractor for this project was terminated for lack of performance, and they have now been working with in-house staff to complete the component specification for the project. The timeline for the project is on time and on task. The implementation for the outreach has begun, and agreements will be in place in September so then the upload of

data can begin. Ms. Giniger asked Ms. Phillips if the project would be online in other areas before the second quarter arrives. Ms. Phillips explained that it would be up in regional areas where they upload and test data by the second quarter. Ms. Phillips then walked through a visual sample of the trip planner website.

### *Other Business – Council Members or audience*

Ms. Phillips updated the council on the planning effort of the intercity program.

WSDOT has signed a contract out with KFH. KFH is a national firm that has lot of experience working with intercity transportation in multiple states. They have recently been hired by the National DOT to perform a survey of the state and intercity transportation for the country. Their local subcontractors have a lot of history working in Washington State. The draft will consist of needs assessment for the state, and will show the gaps and existing needs for intercity transportation.

Ms. Giniger discussed the service closure of Pennco and the airporter service they provided, and there is a lot of concern among the people who used the service. Pennco applied for grants in the 2005-2007 biennium, and were not awarded any funding due to the low score they received. WSDOT plans to organize one or two public meetings on the peninsula to talk about the transportation being provided in the region, and what the area's needs are.

Ms. Mason-Plunkett stated that many of CTA-NW's rural members had been asking about the status of the project development grants that were submitted through the consolidated grant process. Cathy Silins, Public Transportation and Commute Options office Manager explained that in 2003-2005, the office encouraged agencies with planning grants to submit their applications to the consolidated grant program. In previous years FTA Section 5313 were used for funding. Six systems with planning grants submitted applications last November, including Mid-Columbia Economic Development Council, Valley Transit, Sound Transit, Pierce County Community Services, Ride Connection and Thurston Regional Planning Council. These projects were sent to the new Policy and Planning Manager for review, and funding was then denied because of the focus of that office. Right now, the availability of planning funds depends on how much money is given to Washington by the FTA, which at this point is unknown because there hasn't been a reauthorization of the Transportation Legislation bill by Congress. At this point, they will continue to support statewide planning and regional planning activities with technical assistance. Ms. Silins explained that there is no Section 5313 funding available right now, and until there is word from the FTA that they have bumped up their planning dollars, there will be no additional funding available.

Ms. Mason-Plunkett asked whether the projects were reviewed in the new Office of Mobility or not. Ms. Giniger clarified that there is an Office of Transit Mobility that is being created by HB2124, and that a process needs to be developed for distinguishing project criteria, what the goal of the program is and what the criteria are for awarding grants.

### *Next Meeting –*

Where: Washington State Department of Transportation  
310 Maple Park Ave SE  
Olympia WA  
When: Friday, August 5, 2005  
Time: 9:30 am – 12:00 pm